

INFORMATION REPORT

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THIS IS UNEVALUATED INFORMATION

- The following is a summary of information available on the port of Novorossiysk (44°43'N/37°47'E), segregated as to information on the harbor proper, naval establishments, naval vessels, merchant shipping traffic and shipyards:

Date	Object	Location	Pertinent data	Remarks
25X1 October 1946 to June 1948	Harbor	East of town	Harbor installations. Two moles separate the harbor from the sea. They had been seriously damaged during the war, but have been completely repaired. Important installations, from East to West: Power station with oil depot; Root of the Eastern Mole; Central concrete manufacture; Cement factory with cement pier; Import pier; shipyard; Workshops and "Novorossiysk Reconstruction" garage; Harbor guard quarters; Foundry "Krasni Dyigatel"; Pier I and Pier II; Pier III or Grain Pier; Naval harbor; Food pier. (1)	stated that the harbor is formed by the inner portion of a bay which opens to the NW. It is sheltered from the sea by a transverse mole.
25X1 February 1949	Naval school	Not specified.	Naval establishments. The school was under construction at the time of observation.	
25X1 January to April 1948	Planning office	At about the northernmost end of the bay.	A naval designing office, preparing the construction of a shipyard, etc.	

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Date	Object	Location	Pertinent data
25X1 October 1946 to June 1948	Naval harbor	NW corner of harbor,	The naval harbor is located between the Grain Pier and the Food Pier; it is possibly also probably intended for berthing small coast-defense vessels. (2)
	Naval vessels		arships in the harbor. It is known from previous reports that only so minor units (harbor and coast-defense vessels) are stationed in Novorossiysk. Occasionally, other ships also lie there. Larger units berth only for naval festivals. The following vessels were observed: Two mine sweeping flotillas of 12 to 15 boats each, (3) about 20 PT boats, 5 or 6 small submarines and a flotilla of about 15 boats. (1)
	Merchant vessels		Merchant vessels and traffic. Numerous US ships, and also Bulgarian, Rumanian and Yugoslav vessels called there in 1946. The US ships carried mostly engines, the other vessels wine in casks, tobacco and a small amount of timber, presumably special timber. Many ships arrived in ballast and picked up grain, timber and coal. From 1947 to the Fall of 1948, the US were removed from the Import Pier when Yugoslav ships arrived. Then, as could be observed during the day, these ships loaded coal, and during the night boxes which, in the opinion of the Soviet workers, contained weapons for Greece. The latter were taken aboard direct from railroad cars.
25X1 January 1947 to May 1948	Longshoreman in the harbor		Three piers were reserved exclusively for fishing craft. At the Grain Pier part of the grain cargo is loaded into the ships directly from cars, part from piles through elevators. A few tow-barges, recognizable by their old marking DNG, were used for transporting stones and cement. (5) Once a week the following ships called at Novorossiysk: "Krasina, (6) "Volotov, (7) and "Oboda. (8) In addition, ships flying the American, Norwegian and British flags, and which mostly loaded ore but also timber. Loading time per ship about 5 to 6 hours.
25X1 January to April 1949	Draftsman in the naval planning office and doing surveying work.	Navy yard, North of the projected. road of Eastern Pole	Shipyard. It is intended to build a shipyard for repair work with a large, presumably longitudinal, hauling-up slip with 4 to 6 slipways. (9)

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- (5) DDSC means Deutsche Donau-Schiffahrts-Gesellschaft (German Danube Steamship Company).
- (6) Ukraina, a motor vessel of 4,727 GRT; length x beam x draft - 108 x 15.5 x 7.8 meters.
- (7) Molotov, a steamer of 2,332 GRT, length x beam x draft - 77 x 13 x 6.4 meters.
- (8) Pobeda, formerly Iberia, a motor vessel of 9,629 GRT, length x beam x draft - 148 x 18.6 x 10.5 meters.
- (9) According to German seachart D 1121, there were formerly two shipbuilding establishments in Novorossiisk and both were termed "Government Shipyard." In front of the two moles the water depths are not very favorable. At a distance of 150 meters from the shore the water depth is 6 meters. At the place which is provided for the intended new installation there are quay walls which, however, may have been destroyed during the war, and the water depths are up to about 9 meters. It is noticeable that the site which is provided for the shipyard is the area which was otherwise known to be the oil depot of the power station and was formerly used by the coastwise traffic, government-built harbor installations having been erected there. [redacted] the fall of 1948, steamer Krasny Oktyabr of 3,295 GRT, was said to have been on the slip in Novorossiisk in June and July 1948 and had repairs to the damage suffered as the result of a boiler explosion.

Attachments: Three sketches of Novorossiisk, with legends.

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